

aboard, and the characteristics of the OSV, including gross tonnage, the OCM may permit persons practiced in the handling of liferafts to be placed in charge of liferafts instead of persons required under paragraph (c)(1) of this section.

(3) A deck officer, able seaman, or other certificated person shall serve as second-in-command for each lifeboat either—

(i) Carried on a vessel in ocean service; or

(ii) Permitted to carry more than 40 persons.

(d) The person in charge and the second-in-command of each survival craft shall have a list of crew members and offshore workers assigned to the craft and shall see that the crew members are acquainted with their duties.

(e) Each motorized survival craft must have assigned a person capable of operating the engine and carrying out minor adjustments.

(f) The master shall ensure that the persons required under paragraphs (a), (b), and (c) of this section are equitably distributed among the OSV's survival craft.

Subpart E—Tests, Drills, and Inspections

§ 131.505 Steering gear, whistle, and means of communication.

(a) On each OSV expected to be away from shore for more than 48 hours, the master shall examine and test the steering gear, the whistle, and the means of communication between the pilothouse and the engine room 12 or fewer hours before departure. On every other vessel, the master shall do the same at least once a week.

(b) The date of each test and examination and the condition of the equipment must be noted in the OSV's logbook.

§ 131.510 Draft and loadline markings.

(a) The master of each OSV on an ocean or coastwise voyage shall enter in the vessel's logbook the drafts of the vessel, forward and aft, when leaving port.

(b) The master of each OSV subject to the requirements of subchapter E of this chapter shall, upon departure from

port on an ocean or coastwise voyage, enter in the vessel's logbook a statement of the position of the loadline markings, port and starboard, relative to the surface of the water in which the vessel is then floating.

(c) If the master when recording draft compensates for the density of the water in which the OSV is floating, he or she shall note this density in the vessel's logbook.

§ 131.513 Verification of compliance with applicable stability requirements.

(a) After loading but before departure, and at other times necessary to assure the safety of the OSV, the master shall verify that the vessel complies with requirements in its trim-and-stability book, stability letter, Certificate of Inspection, and Loadline Certificate, whichever apply, and then enter a statement of the verification in the logbook. The vessel may not leave port until it is in compliance with these requirements.

(b) When determining compliance with applicable stability requirements, the master shall ascertain the OSV's draft, trim, and stability as necessary; and any stability calculations made in support of the determination must remain aboard the vessel for the duration of the voyage.

§ 131.515 Periodic sanitary inspections.

(a) The master shall make periodic inspections of the quarters, toilet and washing spaces, serving pantries, galleys, and the like, to ensure that those spaces are maintained in a sanitary condition.

(b) The master shall enter in the OSV's logbook the results of these inspections.

§ 131.520 Hatches and other openings.

Before any OSV leaves protected waters, the master shall ensure that exposed cargo hatches and other openings in the hull are closed; made properly watertight by the use of tarpaulins, gaskets, or similar devices; and properly secured for sea.

§ 131.525 Emergency lighting and power.

(a) The master of each OSV shall ensure that fitted systems for lighting and power in emergencies are tested at least once each week that the vessel is operated, to verify that they work.

(b) The master shall ensure that emergency generators driven by internal-combustion engines run under load for at least 2 hours at least once each month that the OSV is operated.

(c) The master shall ensure that storage batteries driving fitted systems for emergency lighting and power are tested at least once each 6 months that the OSV is operated, to demonstrate the ability of the batteries to supply the emergency loads for the period specified by Table 112.05-5(a) of this chapter for cargo vessels.

(d) The date of each test and the condition and performance of the apparatus must be noted in the OSV's log-book.

§ 131.530 Abandon-ship training and drills.

(a) Material for abandon-ship training must be present on each OSV. The material must consist of a manual of one or more volumes, or audiovisual training aids, or both.

(1) The material must contain instructions and information about the lifesaving appliances aboard the vessel and about the best methods of survival. Any manual must be written in easily understood terms, illustrated wherever possible.

(2) If a manual is used, there must be a copy in each messroom and recreation room for crew members or in each stateroom for them. If audiovisual aids are used, they must be incorporated in the training sessions aboard under paragraph (d) of this section.

(3) The material must explain the—

- (i) Method of donning immersion suits and lifejackets carried aboard;
- (ii) Mustering at assigned stations;
- (iii) Proper boarding, launching, and clearing of survival craft and rescue boats;
- (iv) Method of launching survival craft by people within them;
- (v) Method of releasing survival craft from launching-appliances;

(vi) Use of devices for protecting survival craft in launching-areas, where appropriate;

(vii) Illumination of launching-areas;

(viii) Use of each item of survival equipment;

(ix) Instructions for emergency repair of lifesaving appliances;

(x) Use of radio lifesaving-appliances, with illustrations;

(xi) Use of sea anchors;

(xii) Use of engine and accessories, where appropriate;

(xiii) Recovery of survival craft and rescue boats, including stowage and securing;

(xiv) Hazards of exposure and need for warm clothing;

(xv) Best use of survival craft for survival; and

(xvi) Methods of retrieving personnel, including use of helicopter-mounted rescue gear (slings, baskets, stretchers) and vessel's line-throwing apparatus.

(b) An abandon-ship drill must be held on each OSV in alternate weeks. If none can be held during the appointed week, because of bad weather or other unavoidable constraint, one must be held at the first opportunity afterward. If the crew changes more than once in any 2 weeks, one must be held as soon after the arrival of each crew as practicable.

(1) Any crew member excused from an abandon-ship drill must participate in the next one, so that each member participates in at least one each month. Unless more than 25 percent of the members have participated in one on that particular vessel in the previous month, one must be held before the vessel leaves port if reasonable and practicable; but, unless the Commandant (G-MSE) accepts arrangements as at least equivalent, one must be held not later than 24 hours after the vessel leaves port in any event.

(2) On a voyage likely to take more than 24 hours to complete:

(i) A muster of offshore workers must be held on departure. The master shall ensure that each worker is assigned to a survival craft and is told where to find it. Each person in charge of such a craft shall maintain a list of workers assigned to the craft.

(ii) On a voyage likely to take 24 or fewer hours to complete, the master